COACH INFORMATION NETWORK

GMC PD4107 MANUALS
S/N 1-1065

61030
COACH INFORMATION NETWORK
www.coachinfo.com

GMC PD-4107 Coach

Modern Technology Preserving the Hallmark of Ground Transportation

40307
COACH INFORMATION NETWORK
www.coachinfo.com

SAFETY ADVISORY

This Fact Sheet is designed to help you determine the pros and cons of a coach that you have purchased or may be contemplating the purchase.

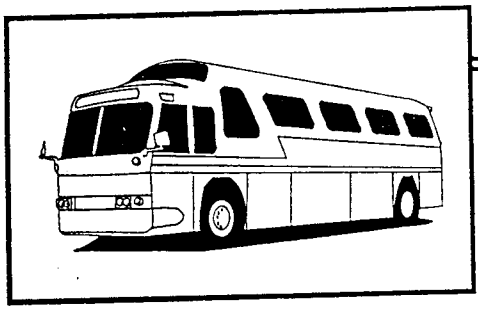
Because you may not be aware of the possibility of dangers that exist when inspecting or maintaining a coach it is imperative that at least one safety advisory is followed:

NEVER GO UNDER A COACH THAT IS NOT SECURLY BLOCKED TO PREVENT ROLLING OR SETTLING.

Serious injury or death can result from a coach rolling or its suspension system collapsing.

MANUFACTURED BY GENERAL MOTORS CORPORATION 1966-1969

GMC PD-4107



Specifications

Length: 35 feet
Width: 96 inches
Height: 132 inches
Wheelbase: 260 inches
Turn radius: 44 feet
Typical Engine: DDA 8V-71
Seating: 38-45
Luggage: 290 cu. ft.
Aisle width: 14 inches
Front door width: 25 inches

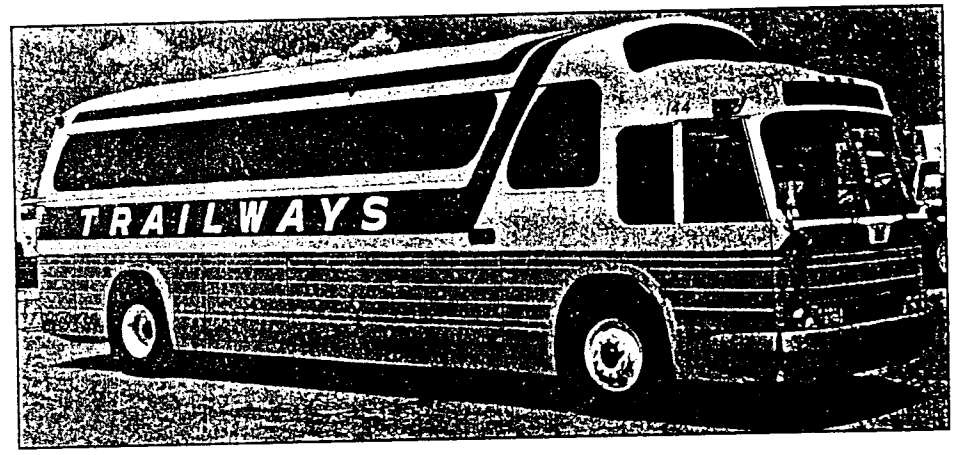
Production history

Year	Model	Quantity
1966-1969	PD-4107	1,267
1970-1971	PD-4108	68
1972-1979	P8M-4108A	232

The PD-4107 introduced a higher passenger platform to provide more luggage capacity and the distinctive style informally known as the buffalo bus because of the profile of the humped roof. This basic style was used on all remaining intercity buses built by General Motors.

GM built 1,267 of the PD-4107 including, in 1967, the last buses purchased from GM by Greyhound.

Minor changes were introduced in 68 model PD-4108 buses manufactured in 1970 and 1971. The P8M-4108A, of which 232 were produced, was a 1972 update of the PD4108 with minor changes.



PD-4107 is a 35 foot coach with a raised level floor, V-8 detroit diesel, and 4 speed spicer transmission. It has the largest amount of storage space or luggage compartments of any 35 foot coach built. These units were manufactured from 1966-1969. It has been a popular conversion unit due to its many unusual attributes, such as front multi-level design, and high scenic view from upper level. The unit has ample power, and a short turning radius, easily converted to automatic. This was not the most popular bus for GM, because the market was demanding 40ft. coaches. There were fewer built than most models. This does not cause problems as far as parts because GM built other model 40ft. coaches with parts that are easily interchangedable with the 4107. This unit makes a great low budget conversion unit. The front levels are used for everything from sunrooms to spiral staircases leading to the upper floor. This unit has great dependability and economy. Some names you may hear this step-deck GM called are Buffalo or Humpback. These names were also attached to the 4903, 4905, 4108 and the H8H-649 series coaches built by General Motors.

CHECK LIST

Engine & Compartment

The engine should always be the first area to examine when looking at any coach, for the engine can be the most expensive component to repair or replace in any coach. Some of the things that need to be checked concerning the engine are as follows.

1 - Hard Starting; A Detroit engine that must be turned over many times before starting can be a sign of Low Compression. There are other factors; engine out of tune for instant; that can cause a Detroit engine to be hard to start However the bottom line is, a Detroit engine that is in good condition and properly tuned should start without many turns especially after the engine is warm.

2 - Excessive Smoking; A Detroit engine like most all engines should not continuously smoke. Some smoke can be expected when engine is started cold, however smoking should clear fairly quick and remain clear after engine warm up. There are of course many factors that can cause a engine to smoke excessively, some major and some minor. Here again the bottom line is, that if the engine smokes continuously this indicates a repair is needed.

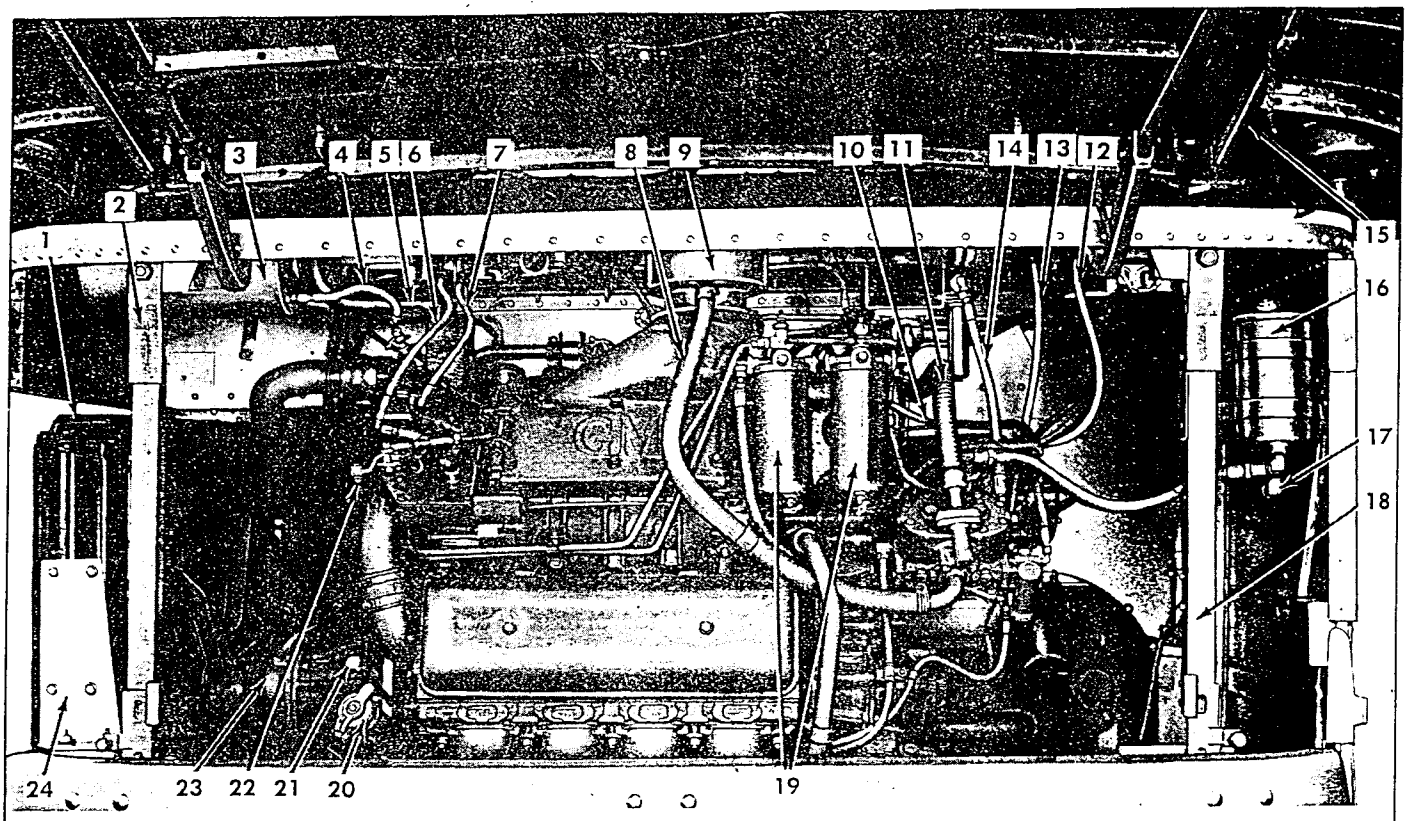
3 - Oil Leaks; Oil dripping from air box breather tubes is to be expected on any Detroit engine, this is normal. However a lot of oil leaks in different areas on the engine could indicate an excessive amount of crank case pressure which inturn could point to a possible internal problem. All oil leaks should be taken into account because some can be fairly expensive to repair.

4 - Excessive Engine Noise; This can often require a trained ear to pick out what is a excessive engine noise. Therefore if the engine is making a noise that causes any concern it is always a good idea to let a trained Detroit mechanic check the noise for possible problems. A second opinion in a matter like this is always a wise move.

5 - A general overview of the condition of Water Hoses, Fuel Lines, Air Lines etc., not only in the engine area but all through the coach can be a good indication on how well the coach as been maintained.

6 - **Check Oil in Engine-** The oil should not be cream colored or milky looking, nor grayish color as this would indicate Coolant contamination in the engine crankcase. The oil should have some Viscosity to it (Meaning thickness or body). If the oil runs quickly off the stick it could be contaminated with diesel fuel. This can sometimes be detected by smell. If the oil is clear and fresh and you are purchasing the coach we recommend that you ask when the oil change was done and why. Oil in a used 2 cycle diesel engine will turn black very quickly and this is normal. The more you change the oil the lessor color of black this becomes. Due to the fuel sulpfurs and particulate matters content including natural occurring carbons produced while the engine is operating, the oil always turns blackish in color. Having the oil analyzed is a very highly recommended procedure, although it is a better analysis if the oil can be analyzed on an ongoing basis and therefor you can have a more accurate knowledge of the engine condition. When purchasing a coach for the first time fluid analysis works well as an indicator for very serious problems such as fuel or water contamination.

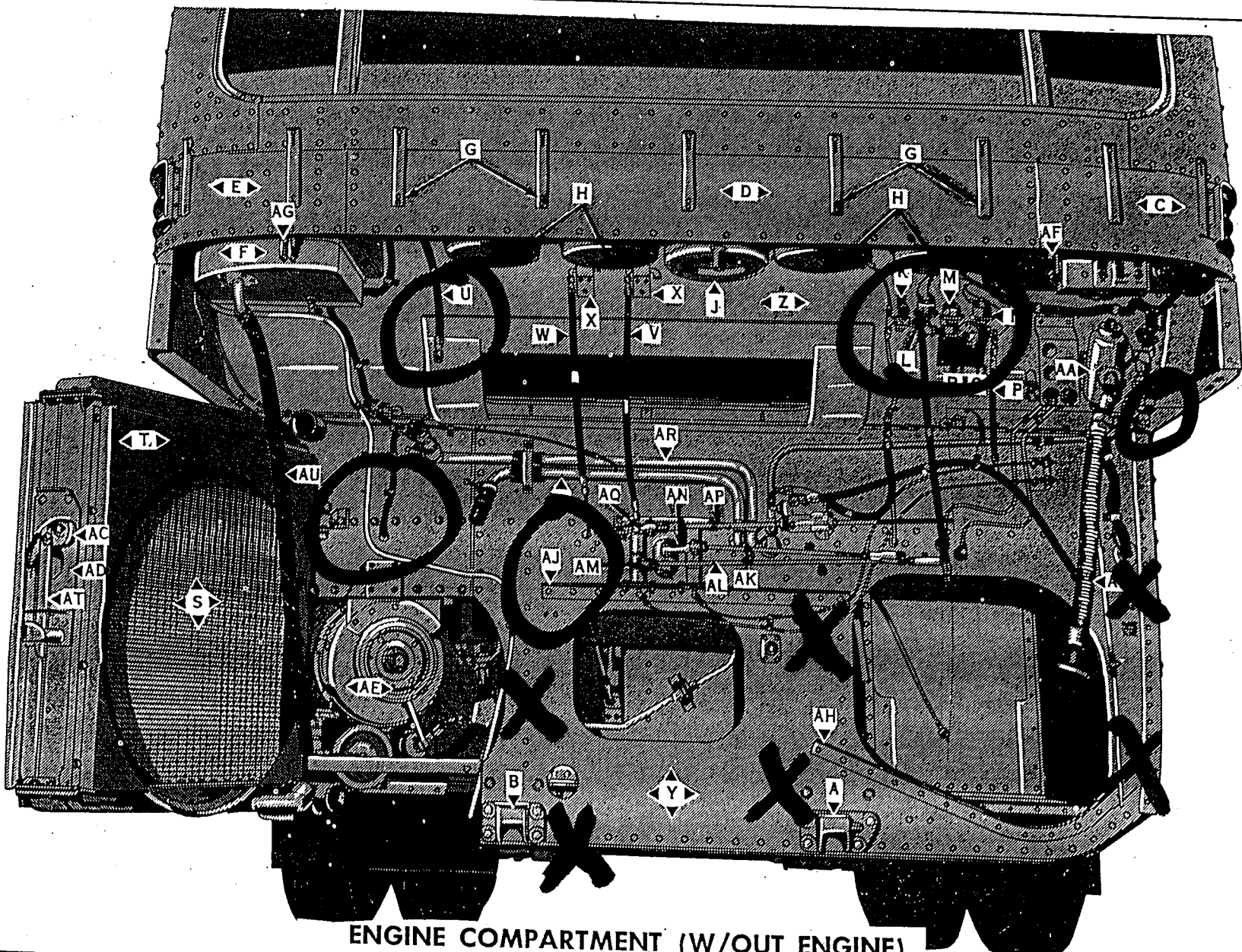
NOTE: Check all areas on the diagrams that follow which are marked with a **X** or **O.** These areas are critical for checks because of Corrosion, Cracks and Rust. These places that are marked are standard problem areas on GMC coaches.



1 Radiator
2 Engine Cradle Support Hanger (Left)
3 Surge Tank
4 Vent Line
5 Deaeration Line
6 Fast Idle Limiting Air Line
7 Engine Stop Air Line
8 Air Compressor Intake Hose
9 Air Intake Silencer
10 Generator Electrical Harness
11 Air Compressor Discharge Line
12 Air Compressor Governor Line
13 Oil Pressure Line
14 Power Steering Line
15 Engine Compartment Door Support
16 Power Steering Pump Reservoir
17 Power Steering Return Line
18 Engine Cradle Support Hanger (Right)
19 Engine Fuel Filters
20 Engine Oil Filler
21 Engine Oil Dipstick
22 Throttle Control
23 Fan and Accessory Drive
24 Radiator Support Bracket

T-5353

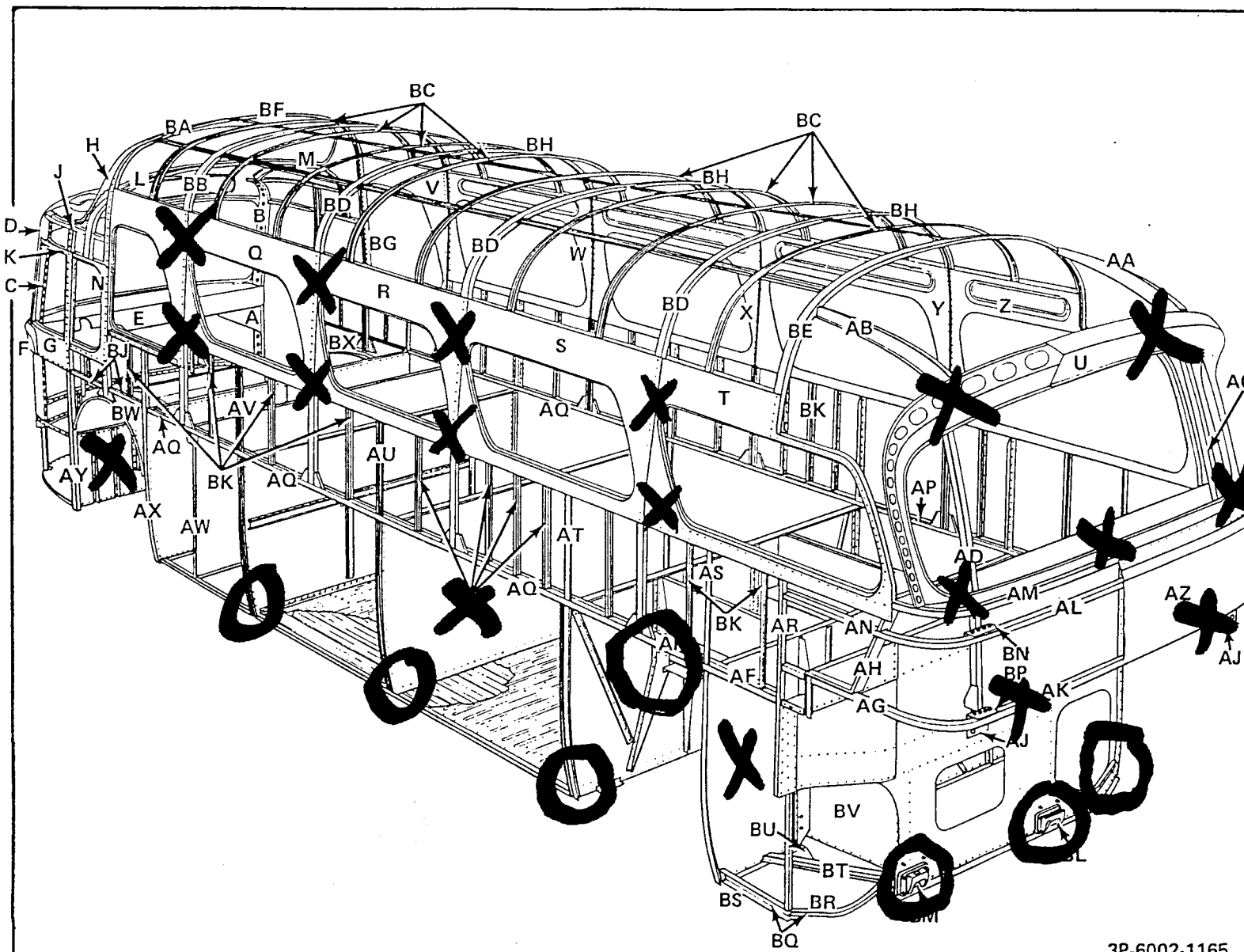
Figure 1—Power Plant Installed (Typical)



ENGINE COMPARTMENT (W/OUT ENGINE)

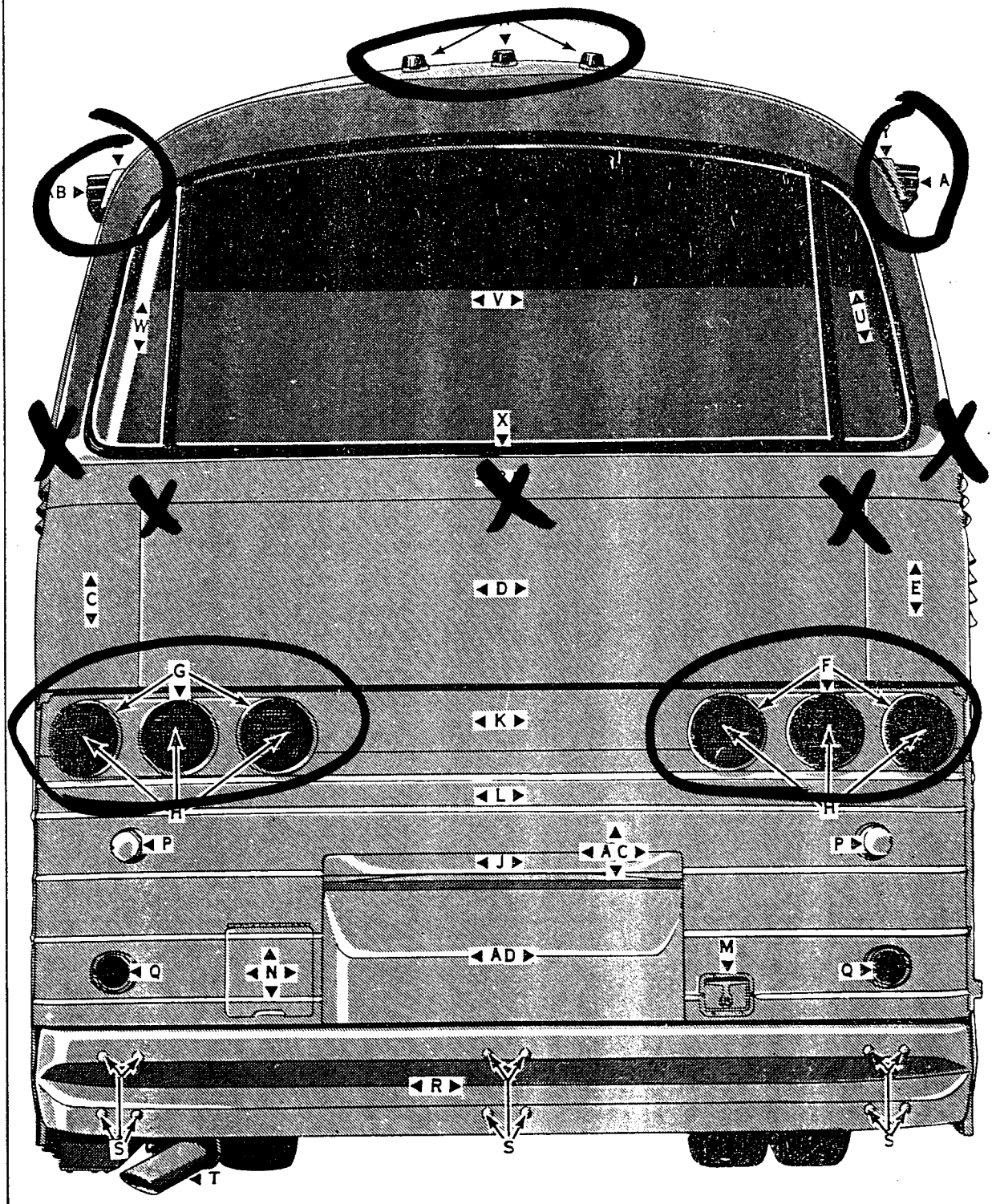
Section #2 Body & Frame

1 - This section will cover the areas in the body and frame that are prone to Cracks, Rust and Corrosion. It is very important to remember that the geographical area that the coach has been operated in as a direct effect on the amount of Rust and Corrosion that may be found on the coach. A quick way to determine if there is rust behind the skins on a coach is to sight down parallel with the body of the coach. If in sighting down the body of the coach and there appears to be any Bulges in the skins, this could be a indication that there is rust built up behind the skins causing them bulge. Also look closely for a group of body rivets that are loose for this could also indicate that rust has built up behind the skins, (Body Panels) causing the rivets to pull loose. Check all areas on the diagrams that follow which are marked with a **X** or **O** for Rust, Cracks and Corrosion.



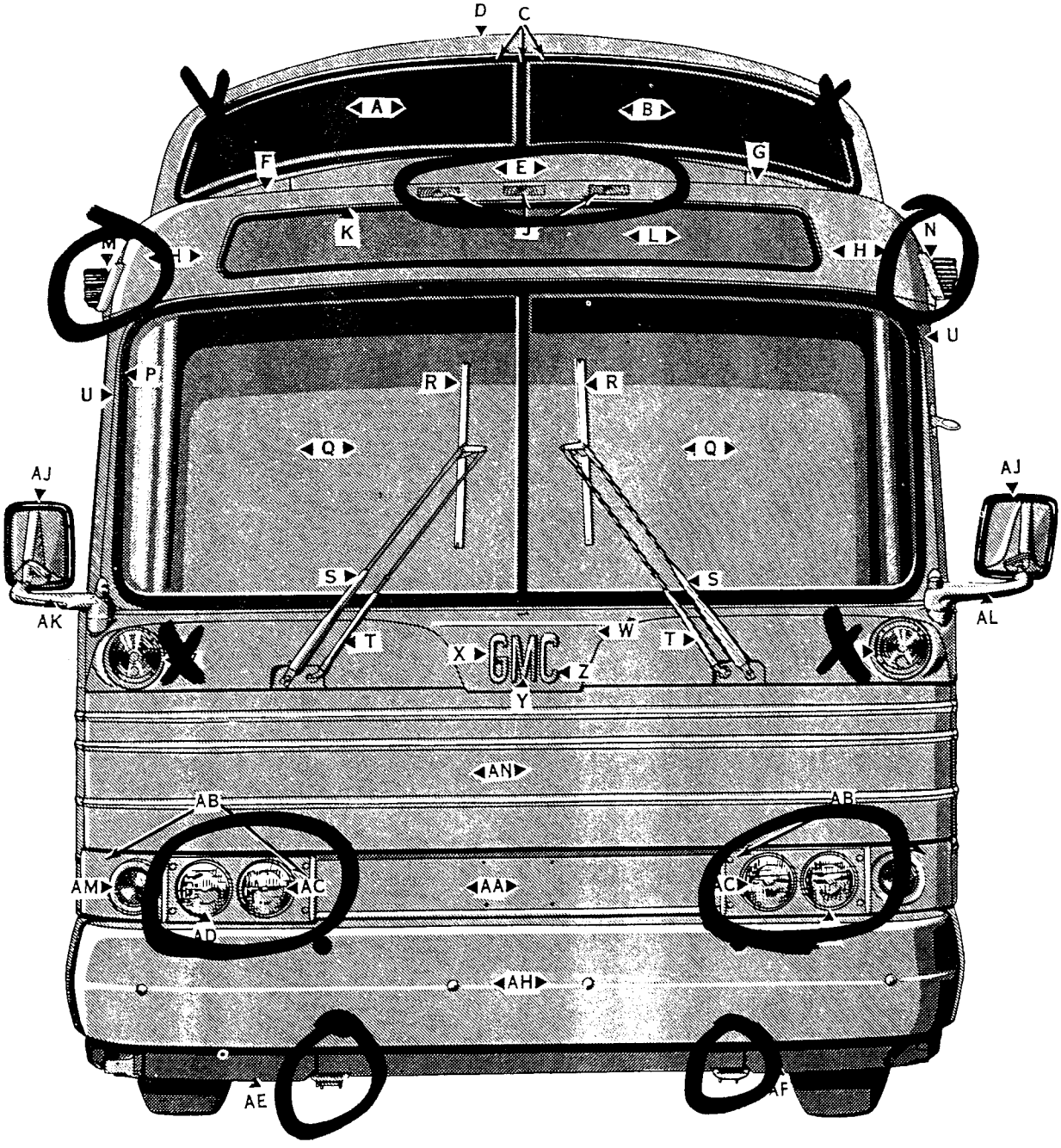
3P-6002-1165

Check around all windows for Rust and also for leaks. Check window seals.



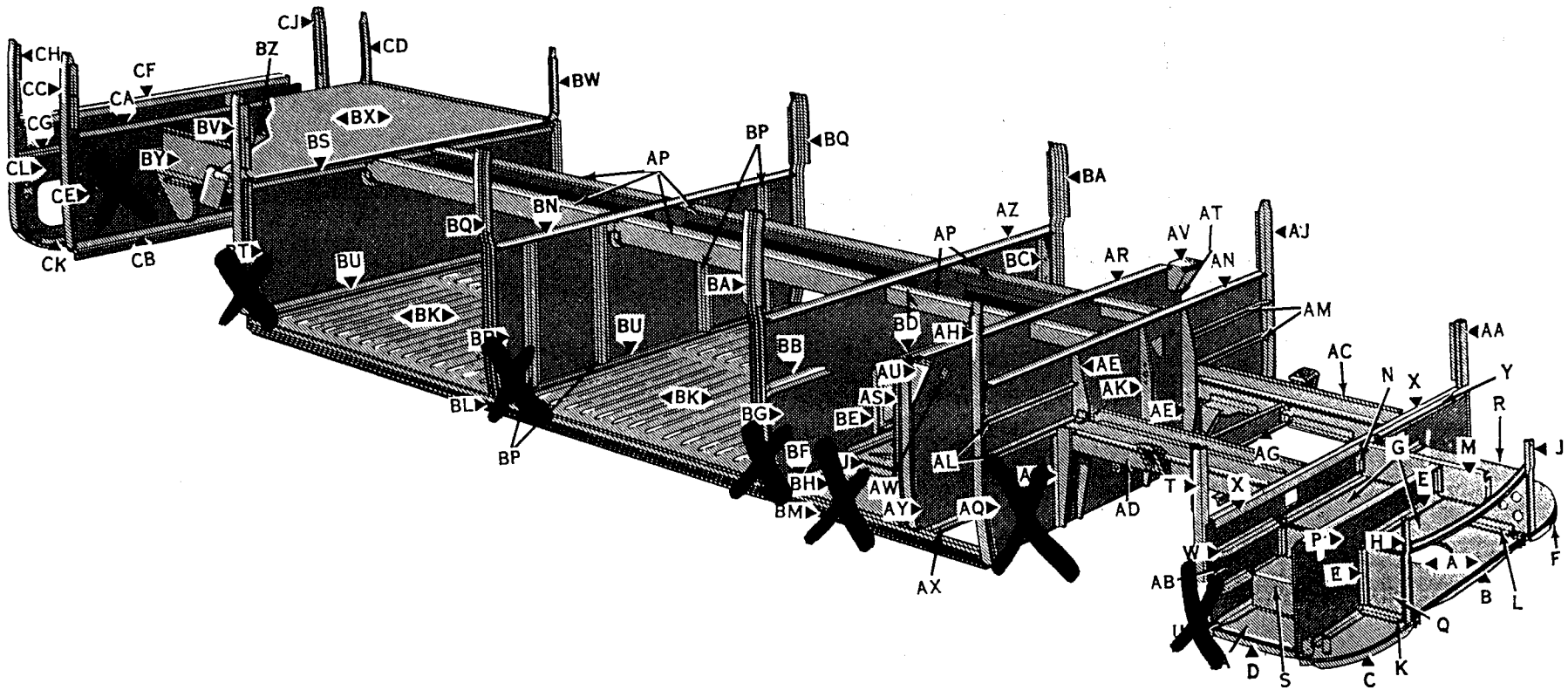
REAR OUTSIDE VIEW
(4108-4905)

Check around all windows for Rust and also for leaks. Check window seals.



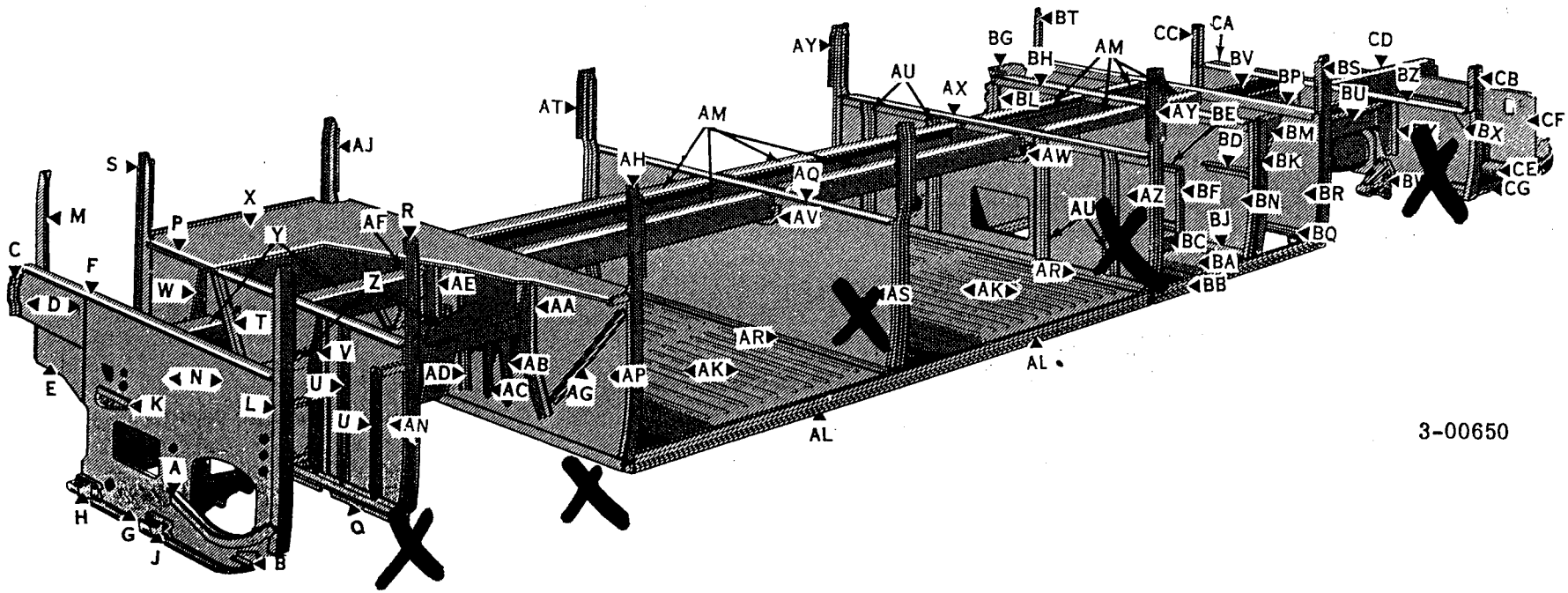
3P-39

FRONT END OUTSIDE VIEW

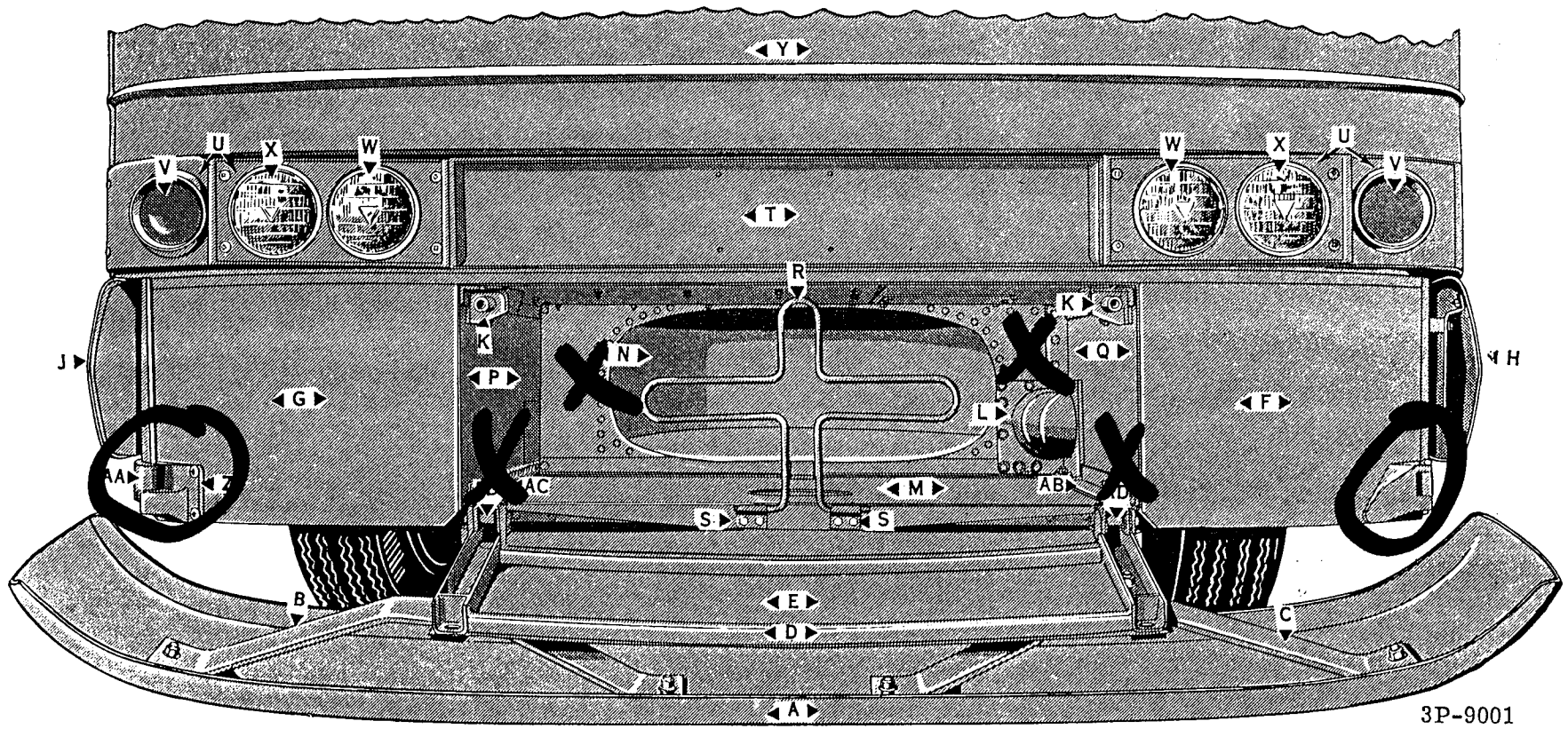


3-00649

UNDERFRAMING (FRONT VIEW)

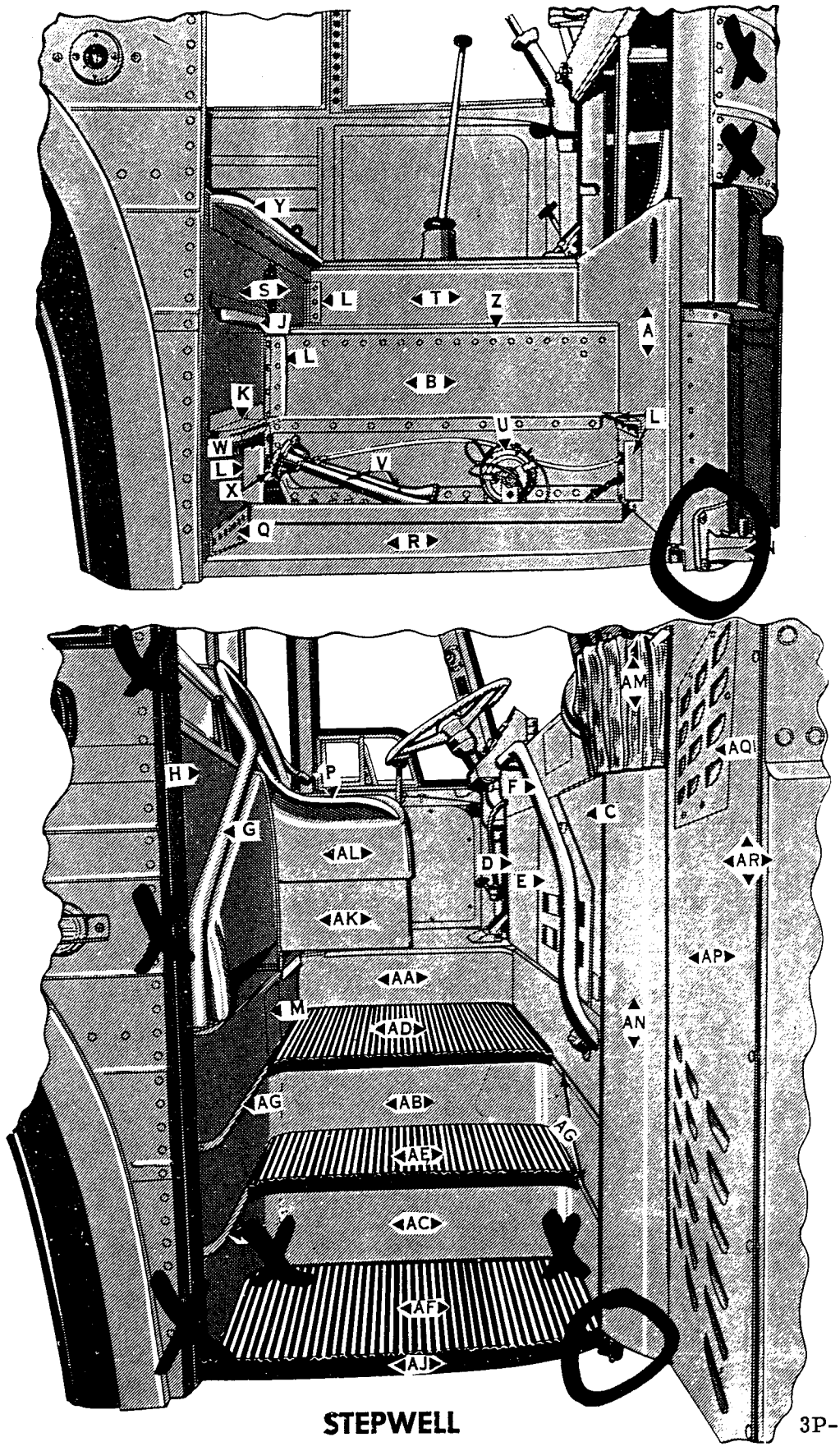


UNDERFRAMING (REAR VIEW)



SPARE TIRE COMPARTMENT AND DOOR

A	See Text	BAR-impact	11-06	L	2293362	BRACKET-center bearing	16-20	W	See Text	BEAM ASSY.-headlamp (LH)	7-01
B	See Text	BAR-backing, (RH)	11-06	M	See Text	PLATE-bottom	25-09	X	See Text	BEAM ASSY.-headlamp (RH)	7-01
C	2472466	BAR-backing, (LH)	11-06	N	See Text	BULKHEAD-frt. axle, frt.	25-49	Y	2458447	PANEL-frt. end (fluted)	25-03
D	See Text	DOOR ASSY.	25-09	P	See Text	PANEL-side, (RH)	25-09	Z	2461111	HINGE-lower, body half	25-51
E	See Text	PANEL-door	25-09	Q	2413018	PANEL-side, (LH)	25-09	AA	2457885	HINGE-lower, door half	25-51
F	2472046	PANEL-frt. (LH) corner	25-03	R	2301248	CLAMP-carrier	25-09	AB	2467417	ANGLE-inner (LH) (1-1/2 x 2 x 8 ft. CTL)	25-09
G	See Text	PANEL-frt. (RH) corner	25-03	S	2301249	PLATE-hinge	25-09				
H	2418314	EXTENSION-frt. bumper (RH)	11-06	T	2463224	PANEL ASSY.	25-06	AC	See Text	ANGLE-inner (RH) (1-1/4 x 2 x 8 ft. CTL)	25-09
J	2418315	EXTENSION-frt. bumper (LH)	11-06	U	8879454	HOUSING	7-01				
K	2298736	BRACKET-door lock	25-09	V	8867218	REFLECTOR ASSY.	25-85	AD	2297869	PIN-door hinge	25-09



STEPWELL

3P-3027

Section #3 Suspension

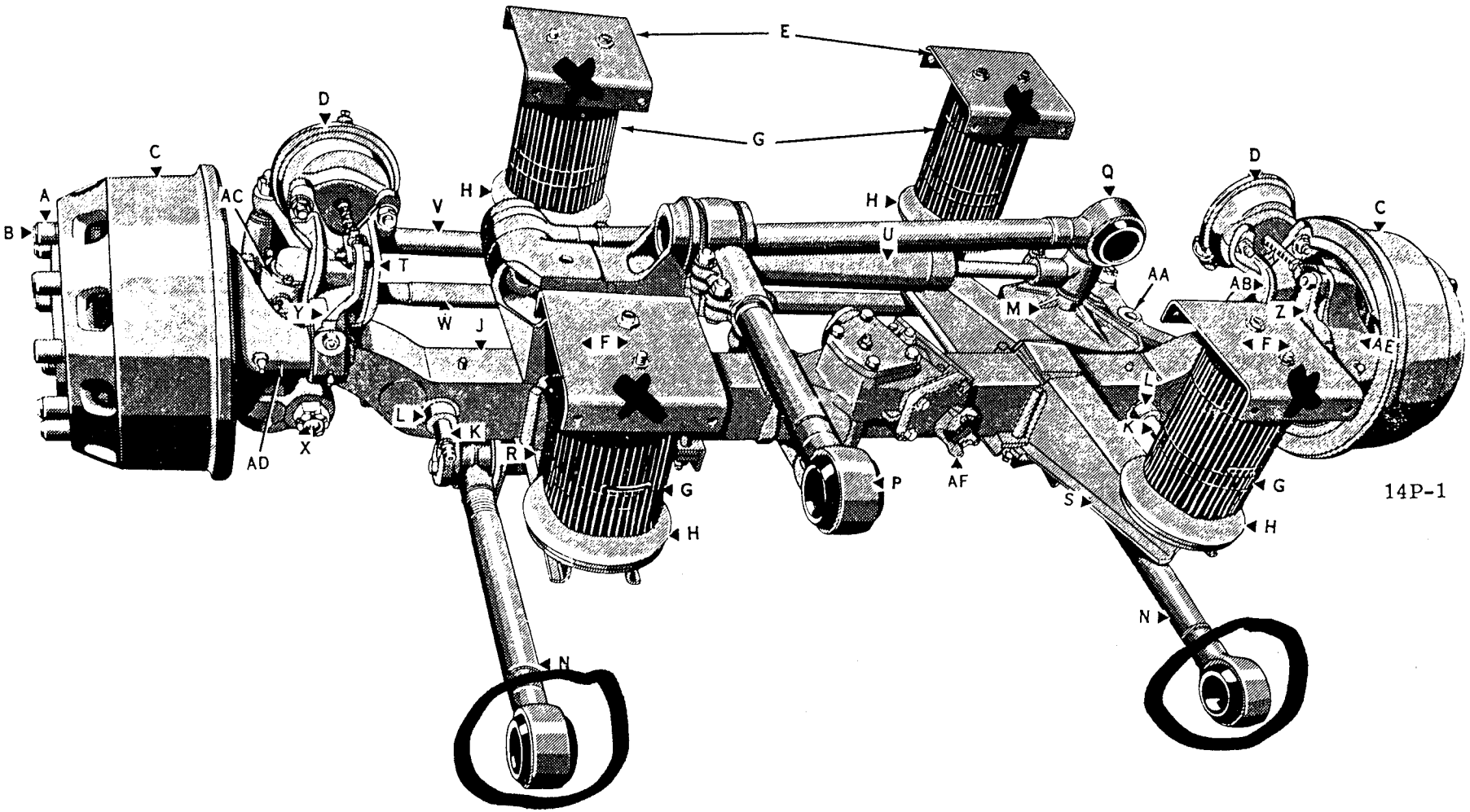
This section will cover the Suspension of the coach. To properly check the suspension of a coach the coach must be viewed from underneath. This will require a pit or a surface area that allows a person to slide underneath. There are four parts of the suspension system that should be checked to help determine the condition of the system, they are as follows.

Radius Arms; which are circled in the following diagrams. The radius arms have rubber bushing inside the round section at each end. The rubber bushing should appear intact and pliable. Also note any shinny areas on the metal housing where the bushing are installed. A wide shinny area of more than 1/4" can indicate worn bushings causing excessive movement of the front or rear axle. The rubber bushings are not very expensive, however the labor required to replace these bushing's can be rather high. Remember that there are radius arms on the top and bottom of the front and rear axles.

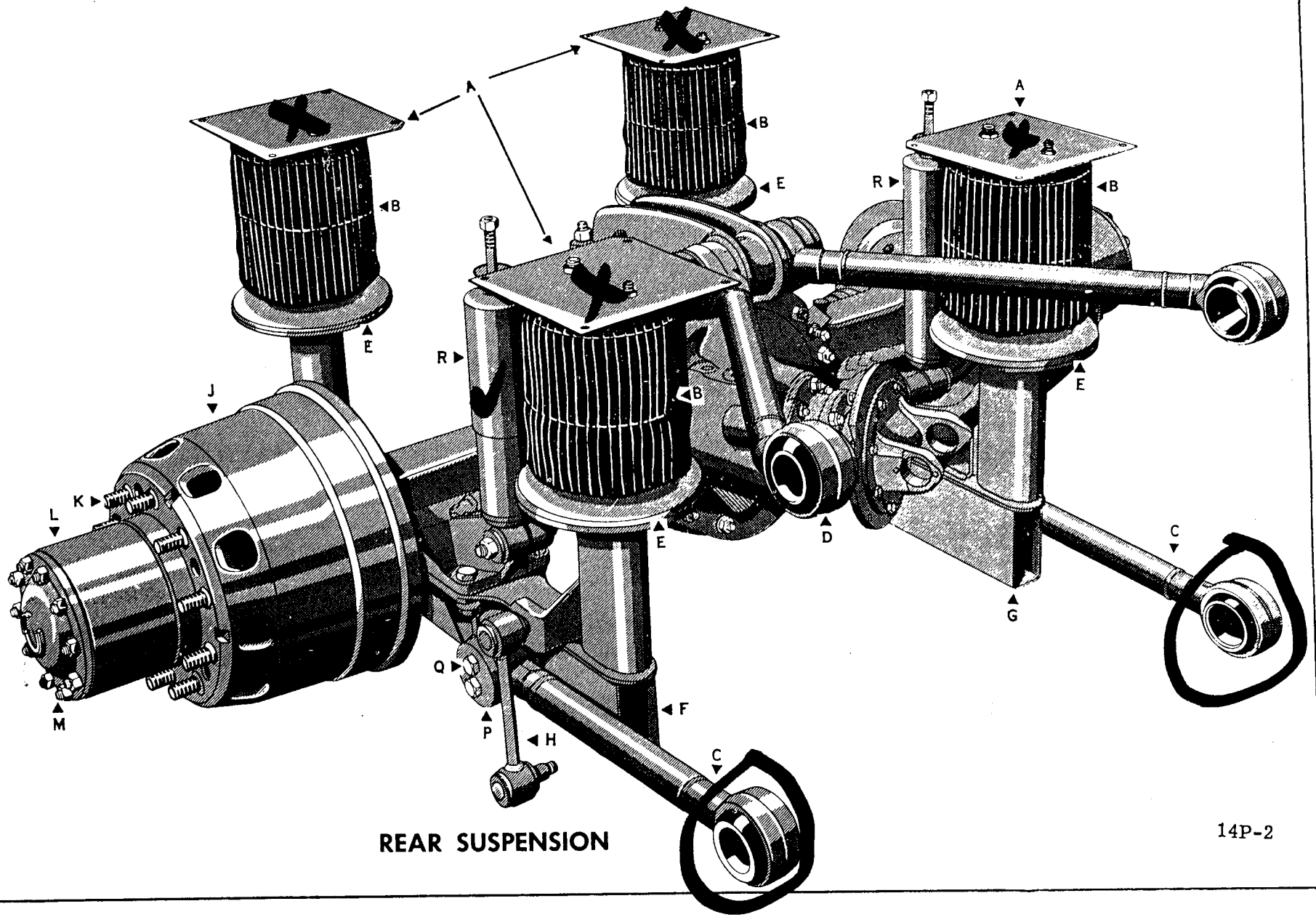
Air Bags; which are marked with a **X** in the following diagrams. Check the air bags for Dry Rot, Cracks and Bulges. Check the steel top mounting plates for excessive Rust or Cracks. Check the bottom mounting cones for Cracks and also for excessive Rust underneath. One sure way to check for leaks in the air bag system is to start coach, let the air bags fill to maximum air pressure. Shut engine down and watch coach for period of time to see if coach starts to lower on one side. Some air leaks in the air bag system is fairly common in coaches, however a coach with a properly maintained air suspension system should remain level for quiet a long period of time,(the longer the better).

Stabilizer Bar; which is circled on the front air suspension break-down diagram only,(not shown in rear). Some models do not have stabilizer bars however most do and need to be checked. These bars are connected to the front and rear axles with Bar Links,(AU on diagram). Check these links for distortion in rubber around mounting studs. The stabilizer bar is attached to body of coach with rubber bushings and U-shaped clamps. Check rubber bushings for Dry Rot and excessive wear. The stabilizer system works to prevent excessive swaying of coach body.

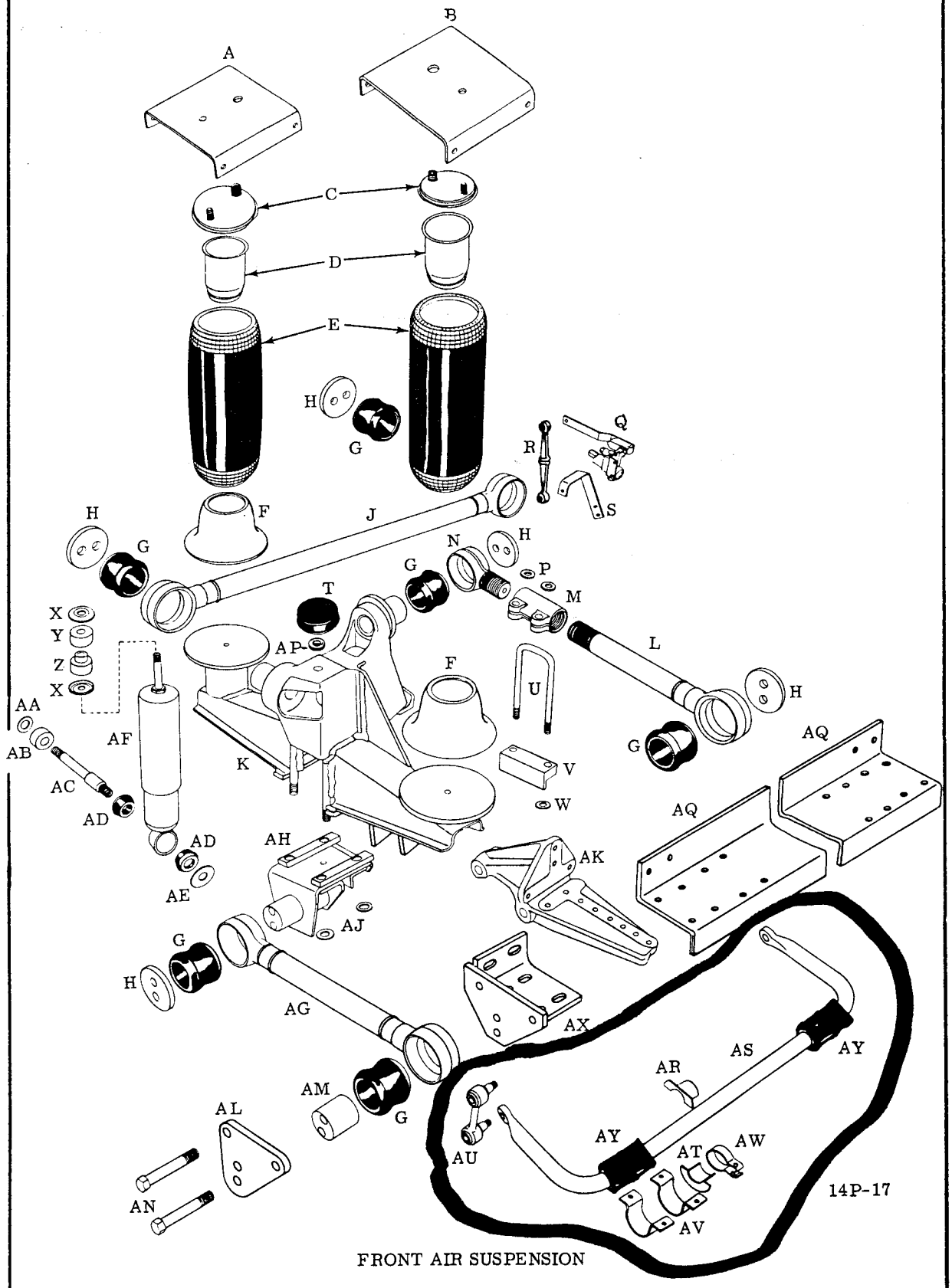
Shocks; Check for any oil leaking from the shock. This will often appear as a wet area on the housing of the shock. Driving the coach on the highway and secondary roads is always a good idea to help determine the condition of the suspension and also will help to determine how sound the body of the coach may be. All these components of the suspension system can be repaired if needed, however finding what areas of the coach that need repair is the only way to determine what the true value of the coach may be.



FRONT AIR SUSPENSION



REAR SUSPENSION



FRONT AIR SUSPENSION